

## HAYNES PATRIARCHS STILL IN SERVICE

Three Built Before 1900 in Excellent State—To Get "Light Twelves" for Them.

Three old Haynes cars, built before the beginning of the twentieth century, offer some interesting comparisons. These are cars which have been offered for the new Haynes "Light Twelve," which the Haynes Automobile Company announced would be given for the oldest car now in service.

All the three cars resemble each other, yet no two are the same. In the embryonic stages of the automobile industry every car had enough improvements for a present-day new model. Each car is built to accommodate four passengers, and in appearance they are typical of the time when the automobile was more a horseless carriage and less a motor conveyance. Each is, in fact, an old-fashioned surveyor, reinforced in frame, and provided with its own means of locomotion by a two-cylinder opposed motor fixed in place under the rear seat and attached to the rear axle by a drive chain.

The patriarch of the old car triumvirate is at Bound Brook, N. J., and belongs to Walter E. Smith, engineer at the Bound Brook plant of the Pathe Motion Picture Company. The car has been in service every year since it left the factory in 1897, and this summer the two-cylinder motor is still propelling its owner on the New Jersey road.

The second survivor of the Haynes cars manufactured before the twentieth century, is in the possession of H. F. Norton, Newport, R. I. In the last six years the car has been used only intermittently, but is still in an excellent state of preservation. It has every mark of automobile antiquity—a carburetor for each cylinder, a fuel tank in the dash, tiller steering apparatus, and a foot song for a warning signal.

The third old car that is around the twenty-year mark is at Jeffersonville, Ind., and is owned by James E. Howard, an official of a Jeffersonville ship-building firm. Three of the original single-tube tires are on this car. Unlike the two other members of the trio, this car seats its four passengers with their backs to each other.

A dark horse has come into the race in the Haynes Automobile Company's old car contest, and the Haynes company has two old survivors of 1897 to decide between before making the award. This old car belongs to James E. Howard, of Jeffersonville, Ind. Howard went to the Haynes factory in 1897 and purchased the car from Elwood Haynes.

The Howard car was the first automobile in Jeffersonville, and also preceded the advent of any motor car in Louisville, Ky., which is just across the Ohio river from Jeffersonville. It is one of the old surveyor models, with the motor in the rear of the car, a water tank on either side, and the gasoline tank in the middle. The power is supplied by a two-cylinder opposed motor that the Haynes company originally designed and built out in the last months of 1896. The car is equipped with a carburetor that Elwood Haynes designed and spark plugs which at that time were made in his factory.

The Jeffersonville Haynes and the one located at Bound Brook are the only ones in a major item. The former is driven by gears direct from the transmission to the axle, while the Bound Brook machine is chain driven. It also is distinguished by the use of wooden plugs for covering the oil holes. In the later machines the lubricants were supplied by grease cups, but in this survivor of the days of 1-cent gasoline the oiling places are protected against foreign matter by T-shaped pieces of wood. According to the statement of its owner, the original wooden plugs are still on the car.

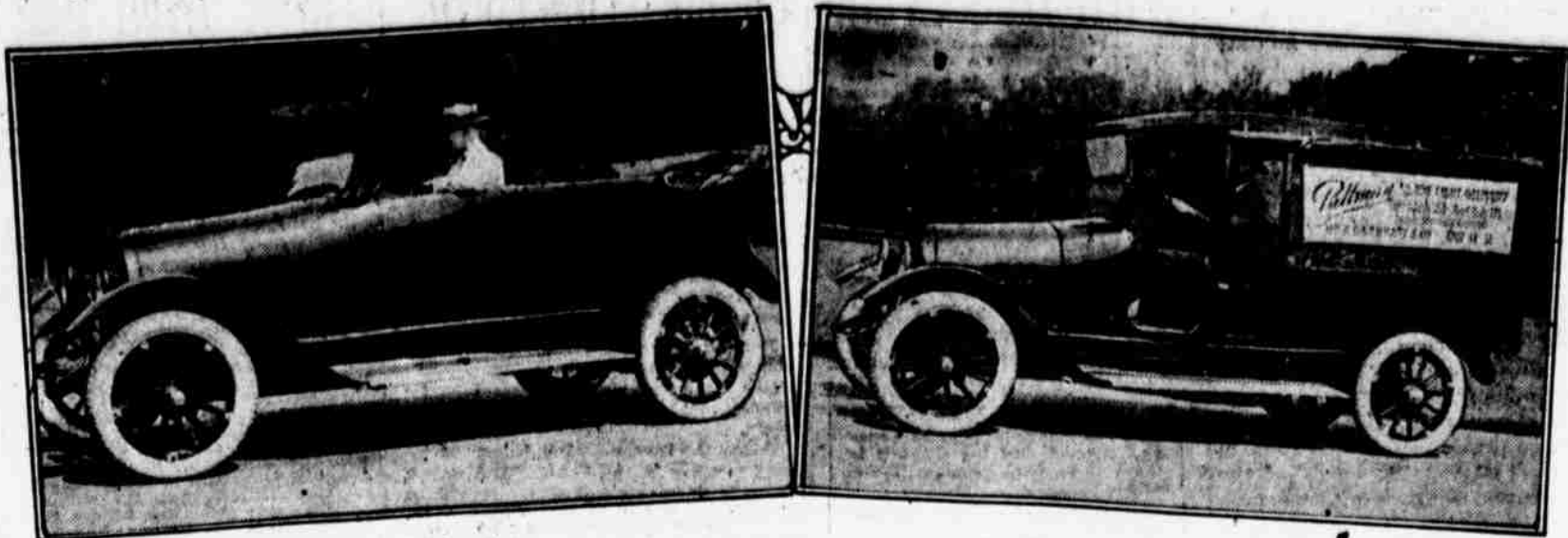
Howard made his trip to the factory to purchase the car in 1897. He has had the old automobile in his possession since that time. It has been run continually since then, but its service have lately given way to a more modern automobile.

## Remington Arms Plant To Be Auto Factories

BRIDGEPORT, Conn., Aug. 26.—With the entrance of Samuel F. Pryor, vice-president and general manager of the Remington Arms and Ammunition Company, into a commanding place in the reorganization of the Thomas B. Jeffery Company of Kenosha, Wis., it became known here that the owners of the munition plant have practically completed plans for the utilization of the new factories here in the automobile industry when the munition contracts are filled.

Mr. Pryor is the active head of all the Remington factories, of which the Remington Arms and Ammunition Company is the principal owner. The Thomas B. Jeffery Company makes both commercial and pleasure motor vehicles.

## 1917 PULLMAN DUO ARRIVE



Left—New Pullman Four Cylinder Touring Car. Right—New Pullman Half-ton Rapid Delivery Truck. The Pleasure Car Has Bigger, Hand-somer Lines and Greater Power. The Truck, Designed for Speedy Town Work Will Make Many Friends Among Local Merchants.

## POSTOFFICE HAS ITS OWN MOTOR TRUCKS

Government Reports Their Successful Operation in Many Cities.

The Post Office Department has been operating its own automobile trucks at Chicago, Philadelphia, St. Louis, Detroit, Washington and Indianapolis during the past year with satisfactory results, and Postmaster General Burleson has just directed that Government owned automobile service be installed at Pittsburgh, Pa., and Nashville, Tenn., November 1. Schedules for the service at Pittsburgh and Nashville have been approved, and orders for the cars placed. Forty-two trucks (two 1½ ton, two 1 ton, ten ¾ ton, and twenty-eight ½ ton) will be installed at Pittsburgh, and eight (three ¾ ton and five ½ ton) at Nashville. These machines will be used in the transportation of mail between the post office and depots; between the post office and the various postal stations; in the delivery of parcel post, and in the collection of mail from letter and package boxes.

## Dog Wins Freedom for Master, Held as Beggar

PHILADELPHIA, Aug. 26.—After George Wilson had been arrested for "pan-handling" in Camden, his little fox terrier, barred from entering the patrol wagon, took up a lonely vigil at the patrol box and remained there all night whining and clawing at the pole which holds the box.

When these facts were laid before Recorder Stachouse in police court he released Wilson, remarking that in the dog the prisoner had at least one good friend.

The dog was still waiting at the box when Wilson returned to it.

## One Plumber Ties Up Bronx Subway System

NEW YORK, Aug. 26.—A plumber repairing a defective water main in West 132d street yesterday, short-circuited the entire Bronx Park division of the subway. He struck a feed wire with a crowbar, tying up the system in the morning rush hours.

Trains operating between 149th and Ninety-sixth streets were held up for several hours, while the entire route was at a standstill for fifteen minutes.

## Child Plays With \$430 Roll, Stranger Gets It

MOUNT CARMEL, Pa., Aug. 26.—Preferring to have his savings under his pillow instead of in a bank resulted in Stanley Dixon, of Exchange, losing his wad of \$430.

A four-year-old daughter found the "nice" greenbacks in a bag in the bed and took them outside to play.

Some passersby helped the child to play, and the wad disappeared.

## Radiator Pays Tribute To the Non-Stop King

Declares Performance of Engine on Seven Thousand-Mile Run Entitles It to Niche in the Hall of Fame.

By MONTE SOHN.

The King was crowned with laurel today. The tribute of Washington and Baltimore was generously given by the crowds which saw it finish at the Capitol today one of the most grueling tests to which a motor car may be subjected.

Without a pause in its mechanical effort, the eight-cylinder motor of the King purred and roared powerfully through its 338th hour as it came into Washington early this afternoon to its goal.

At no time in the past two weeks has there been a flutter of constructive deficiency in the ceaseless performance of those steel vitals under its hood.

Wednesday afternoon, when it became apparent, from the melting of the engine that dirty gasoline was clogging the gas line, the four newspaper referees granted the request of King officials to permit the engine to be stopped long enough to clean out the tank. It contained a thick gum of sediment.

## Performance Undimmed.

That sediment is deplorable. It cannot dim the splendor of a wonderful performance. But it hampered for a few brief minutes the tireless impulses of a powerful machine. It is as though some one had cast untold aspersions on a sterling character.

There is no knowing how far the King might have gone without the failure of its motor. Each dealer selected his own route, and while an effort was made to eliminate well-nigh impassable roads, many of the highways were not in the finest condition for motor travel.

## Make Rapid Progress on Lincoln Highway Signs

The work of painting the signs on the Lincoln Highway is making rapid progress. The painting squad, in two specially equipped Overland Model 75 delivery cars, are at work in Indiana and Illinois. It is expected they will be across the Mississippi river before the last of August.

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miles. There is a source of admiration at a dozen points.

But language is futile before such an accomplishment.

## Earned Its Tribute.

The King eight has earned its tribute. It has done a splendid thing. It has helped to destroy the fear of the long tour and the severe, wrecking strain of miles that run into the thousands. With those other super cars whose records have secured for them niches in the Touring Hall of Fame, the King will take its place.

Races, speed, track records—what are these things beside the sterling proof of the road?

## Saxon Sixes Average 23.5 Miles To Gallon

In 206 cities of the United States a Saxon "Six" touring car recently began a non-stop run of 300 miles. Tabulation of these results brought out the fact that the average mileage of the 36 cars was 23.5 miles to the gallon of gasoline.

The non-stop run was not one limited to the smooth streets and boulevards. It embraced all kinds of country roads. Each dealer selected his own route, and while an effort was made to eliminate well-nigh impassable roads, many of the highways were not in the finest condition for motor travel.

## Maid and Chauffeur Rescue Drowning Man

BRETTON WOODS, N. H., Aug. 26.—Edward Bright and Marie Jourahn, chauffeur and maid for Mrs. Metcalf Bliss of New York, who is at the Mt. Washington Hotel, rescued Felipe Quilcosa, an Italian gardener on the Bretton Woods estate, from drowning in the swimming hole at Ammonoosuc.

He had sunk for the last time when Bright, diving to the bottom, brought him up unconscious, and Miss Jourahn waded in and helped bring him to the bank.

Prof. S. H. Church of the Carnegie Foundation has sent the necessary information and testimonials to headquarters, hoping to obtain Carnegie medals for the rescuers.

## MISS LILLIAN FIELDS WINS MOTOR EVENTS

Carries Off Both First Prizes in Competition at Rockville Fair.

ROCKVILLE, Aug. 26.—An automobile parade, an automobile driving contest, two harness and two running races and a baseball game were on the program

for the closing day of the Rockville fair. Miss Lillian Fields, of Rockville, won first prize for the best decorated car. Second prize went to Theodore Ricketts, of Rockville.

In the driving contest, there were thirty-five contestants from the county and Washington, including two women. Prizes were offered for the three driving for half a mile, without speedometer or other timing piece, nearest to the rate of twenty miles an hour. Miss Fields and Clinton Waters, tied for first prize, each driving the distance in 1:39 3-5 seconds, or within two-fifths of a second of the exact rate of speed. In the drive-off, Miss Fields won, her time being 1:31, while Mr. Waters was timed in 1:25. Theodore Ricketts, of Rockville, was third, his time being 1:30 4-5. Randolph Jose, of Washington, was judge, and George Fields, of Rockville, clerk.

## HART-BELL CARBON REMOVED BY LIVE STEAM.

Loss of Compression—scored cylinders—preignition—loss of gasoline mileage—these are some of the results of carbon deposits in your engine. The Hartbell is easily attached—safe—and cleans every particle of carbon out by introducing live steam into the firing chambers while the engine is running. The carbon is loosened and blown out through the exhaust. Carbon Cannot Be Dissolved. That is pretty generally established. We guarantee results from the use of the Hartbell. Let us show it to you.

IRVIN T. DONOHUE  
AUTO SUPPLIES  
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## HAYNES America's Greatest "Light Six"

## Not a One-Season Car

If you are looking for Power, Durability, Economy, Efficiency, and Beauty of Design, it is the Haynes. A demonstration will convince you that its power is second to none. The flexible light six motor can climb 15th or 13th street hill at less than five miles per hour on high gear, throttle down to one mile per hour on the level and make better than sixty miles on the road.

A car with its power and speed, and average better than sixteen miles to the gallon of gasoline. Why not take advantage of the long years of experience of the Haynes Motor Car Company and buy a car that will last you for years. All cars equipped with seat covers.

HAYNES MOTOR CO.  
1529 M St. N. W.  
D. B. GISH

5-passenger Touring Car, \$1,485, f. o. b. Kokomo, Ind.  
7-passenger Touring Car, \$1,585, f. o. b. Kokomo, Ind.  
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Closed Car Prices Upon Inquiry.

HAYNES AUTOMOBILE CO., KOKOMO, IND.

## CHEVROLET

## A STUDY IN PERCENTAGE

The production of Chevrolet cars in 1914 was 5,000. In 1916 it is to be 96,485—an increase of over 1800 per cent. in two years.

The 1916 production represents an increase of more than 600 per cent. over the previous year, while orders on hand exceed by over 1000 per cent. those of a year ago this time.

In other words the demand for Chevrolet motor cars maintains its lead over our steadily increasing production capacity—because Chevrolet production from the beginning has not been mere cars, but, in every sense of the term, quality motor cars.

Chevrolet has won its way through sheer merit to this enviable position.

Chevrolet quality cars are built in two chassis models, the "Four-Ninety," the little aristocrat of motordom, and the "Baby Grand," a large, powerful touring car. IMMEDIATE DELIVERY

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—So says the United States Geological Survey.  
Here is a grandeur and sublimity of scenery unlike anything else on the continent— incomparable glaciers proceeding from the slopes of stupendous Mt. Rainier, giant trees, rising to a height of 300 feet and more and acres of gorgeous Alpine flowers—all these wonders within a few hours of two metropolitan centers—Seattle and Tacoma.

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Smoothly, silently, and with infinite ease the powerful electric locomotives haul the all-steel trains, "The Olympian" and "The Columbian," over the mighty Rockies. No smoke to obscure your vision, no cinders or gas fumes to disturb your comfort.

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